

# Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2010 No. 134



# FLOWER POWER

**Intentionally**

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*Cover: Picture from a new member, Nico Poortvliet in The Netherlands, see Letters on Page 6*

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# Editorial

WELL IT LOOKS like this year the summer has forgotten to visit our region, at least in The Netherlands we haven't seen a lot of "Mayflower weather".

At least my Flower is driving again, the overheating problems were indeed caused by a stuck thermostat. A quick fix!

I also found the horn was not operating correctly, it took me quite a while to find the cause (or as I discovered the multiple causes). In the end the problem was caused by both a bad fuse connection in the engine bay as well as the fact that the horn/indicator switch unit was broken in the pipe through which the wires run through the steering column.

Because of this problem the horn circuit was broken except in some cases when the switch unit "accidentally" connected to ground again via the pipe.

Well it remains difficult to solve intermittent problems but in the end you will find the cause if you keep thinking logically.

During the last three months I have only received one article from one of our members (many thanks Nico Poortvliet!), please do keep on writing about your Mayflowers, we do need copy to fill this magazine!

Enjoy reading and please do keep on writing we do need more content from you the members!

Very best regards, Nico ten Wolde

## Welcome

On behalf of the club welcome and happy Mayflowering to our new members:

1115  
1116  
1117  
1118  
1119  
1120  
1121

Due to the new data protection regulations (GDPR), this item is not currently available.

If you have an email address and wish to receive club updates electronically please send your email address to John Oaker at [johnchoaker@btinternet.com](mailto:johnchoaker@btinternet.com)

## Instruction Handbook



Whilst clearing out my late fathers home I came across a Triumph Mayflower Instruction Book in blue, also it has a letter dated 1958 from The Standard Motor Company about the distance between the shackle centres on chassis prior to TT450. Condition wise considering its from the 50s I would say its 9.5 out of 10 (no dirty fingerprints/torn pages).

Would any of your members be interested in this item, I have attached a few photos of it and a photo of the back page which was an A3 itemised drawing, the wiring diagram is printed on the back of this .

I think I also may have a hand crank and I think, I have the spare wheel jack (a pair of them) they seem to be on a frame design and are shown on page 35.

Contact: Jerry Guess  
1 The Warren, Gravesend  
Kent DA12 4DA

## Copy dates

Copy deadlines to send your articles for the next editions of *Flower Power* are December 1 2010, March 1 2011 and June 1. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

# Northern Rally report

by Peter Benfield

THIS YEAR'S Northern Rally was held at Ripon Racecourse on Sunday July 25 and organised as usual by the Ripon Old Cars. We had our regular space reserved for up to 10 Mayflowers.

We had a good turnout of five Mayflowers (nearly as many as the National Rally!!), The two earliest arrivals being Brian Redshaw and his son (BDX 929) from Darlington.

They were followed soon afterwards by three more arrivals: Robert Hustwick (JVJ 170) from Keighley; Steve Watts (PWJ 737) from York and old timers Alan and Maureen Kormes (ASY 787) from Bradford.



We all had a very enjoyable day and much useful information was passed between the members.



## Letters

# Vancouver update

Hello John (Gogay),

Wondering if you are back home or when you will return and we can begin to locate the few rubber parts I would like to acquire. I need the boot rubber seal that runs around either the lid or the body (can't remember which) and the door window glass rubber (outside) and fuzzy (inside) as the window glass cranks up and down into the door frame. Also my speedo bounces about like crazy so I would like to try another speedo cable, is one about?

Took the old girl on a 200 mile trip this weekend and she performed very well. She just hums at 40-45 mph but at 50-55 the engine starts to rev too much and not much gain in speed.

Sooooo I will measure up a few other Triumph rear ends around here and if the numbers work out try putting in a TR4 straight axle. This should give me a better rear gear ratio and bring down that rpm and convert it to a little more speed to the 55 mph range. Easy thing to try!!

From my discussion with a very few other Mayflower drivers the shifting from first to second gear should be handled by the lottery corporations, you never know if it will go this time, it keeps you guessing. That twin collar system with the key way only needs to be a hair off to cause a mis-shift and loss of momentum and the car behind to quickly fill up your rear mirror and enter your rear seat through the boot.

I would take it this is a normal Mayflower driver experience? Have fiddled with the twin locking nuts and adjustments and some

improvement is achieved but then you can go too far and not know it until you take the car for its next outing.

Anyway could you please send me a note on the parts mentioned.

Many thanks

Larry Spouler

Vancouver, Canada

For anyone else interested felt window strips can be obtained from Edgware Rubber 020-8950 4694  
[www.rubbertrim.co.uk](http://www.rubbertrim.co.uk)



Larry Spouler's Mayflower at a recent rally

## 8.2 Litre Flower

Hi John (Gogay),

I believe you used to call me from Florida in April or May for my dues. I hope things are well with you. Enclosed please find my cheque for this years dues.

My Mayflower should be on the road in September and hopefully pictures and story will be sent to you then but how about a "teaser" paragraph.

"Crazy yank has the fastest Mayflower on the planet by installing a Chevrolet Crate Motor (502/502), making 502 horsepower and 548 foot/lbs of torque from 502 (8.2 litre) cubic inches. More to come next issue.

Thanks a lot

Mark Heller, Daytona, Florida

Letters

## Nearly finished

Dear John (Gogay),

We can see the end to the Mayflower!! It goes to the trimmer in two weeks and then some miscellaneous work, piping and electrical and other unforeseen issues and it is done. It is 100 per cent original as best as I can tell.

My main concern is the pedal gaiters or seals. I don't know if I should have some made up or not. Do you know if there is any interest in replacements?? We can cobble up something that will work but that is not the intent as we have gone to far to fudge something up.

Have you had a chance to look into the price of shipping the front bumper that we had discussed? When I went down to pick up the grill and discussed the bumper status, my chrome guy started to think about lowering his price. So, we need an estimated shipping cost to determine if it would be cost effective to go ahead and get yours or repair the one that we have.

Helpful hint: We had talked about the lack of replacement accelerator cables. The best one of ours had its outer sleeve broken in various places but other than that, it worked fine. The remedy was to remove the broken areas of the sleeve, build up the area of the removed sleeve

with electrical tape, and then put a gloss black heat shrink tubing over the entire cable. Trim the ends and paint them steel. It is about  $\frac{1}{16}$ " larger in diameter than the original, but it looks brand new. Radiator goes in this weekend. The end is near!!!!

You have one great day, regards  
Russ and Kathy Hoenig (1035)  
Summerville, PA, USA

## My big brother!

Hi John (Oaker),

The picture below was taken at a rally held at Brodie Castle 2010. It shows my Mayflower beside a Mulliner Bentley of the same year, 1953.

It is the car used in *Monarch of the Glen* on television. The Mayflower cost £650 new and the Bentley (add a zero) cost £6500. I don't know if this is of any interest.

I have had great support from club members thus far in my efforts to keep two Mayflowers roadworthy and rally fit. Many thanks to all those involved but please show something less depressing on the sales section of your website. We've got the message of how Mayflowers can be left to rot and now might be the time to move on to something more pleasing to the eye!!

Kindest regards  
Raymond Morton (1093)  
Aberdeenshire



## Sunset grey

Hello,

Being a Triumph fan for many years, I own a Herald 1200 Convertible, I came across my Mayflower in 2007. Her (Dutch) owner was a friendly yet rather uninterested wealthy man, who wanted to get rid of his former toy.

There she stood, begging for some tender loving care. I examined the car and found she was still in a useful state, once the all-over dust and debris had been washed away.

The owner agreed with my moderate bid and so TT 33251 DL became mine!

I gave her a good wash and polish, followed by an "oil and grease" treatment and renewed the front brakes. Then off she went... and is still going strong!

The car shows to be very reliable and starts always at first turn, even during foggy or frosty winter times.

We (my wife Hanneke and I) like taking the car for local trips through the rural south-

Western countryside of the Netherlands or to local fairs and rallies. She always attracts the public's attention since Mayflowers are a rare sight in the Netherlands.

Rolls-Royce like razoredge lines on only 2.13 metre wheelbase aren't to everybody's taste but the worst discription I ever heard is "perhaps a bit silly". The Mayflower is a friendly looking car, there's always a smile on a spectator's face.

Attached you find a few pictures. I especially like the one taken near the seaside, just before sunset giving a special glow to the car. The rather cold Cotman Grey paint has turned into a warm "Sunset Grey" or so.

I'm also a member of Club Triumph Holland ([www.triumph.nl](http://www.triumph.nl)), acting as Razoredge Register Secretary. Nice to do but not quite an overwhelming job with only three Mayflowers and one Renown to care for.

Well anyway, the whole Mayflower scene in the Netherlands is very small, only a grand total of 10 Dutch Mayflowers are known to me.

Finally, may I take the opportunity of asking some questions?

**continued on Page 7**



*continued from Page 6*



1) My car has British origins. According to an old 1990 TMC membership list I laid my hands on, she had a registration DBR 26 and was owned by Mr J. Cragie of North Walbottle, Tyne and Wear. Does anybody know more about my car? Pictures or anything else would be welcome.

2) My rear brakes need an overhaul. What other more common British classics would fit? Morris Minor? MG? Else?

3) My white dashboard knobs are falling apart. Are there any (near) replacement items available regardless of the colour?

All help will be highly appreciated! You can mail to [nhrpoort@zeelandnet.nl](mailto:nhrpoort@zeelandnet.nl).

*Kind regards,  
Nico Poortvliet (1059)  
Kortgene, Netherlands*

*All the parts you mention are in fact available from the club's Spares Secretary, John Gogay (E-mail: [jgogay@aol.com](mailto:jgogay@aol.com)) — Ed*

## Letters

# Engine conversion

Dear Nico and members,

I am considering replacing the current side valve engine in my Mayflower with a Triumph Herald 1200 engine and gearbox in order to improve performance.

Has any member any knowledge or experience of this conversion as I understand it has been achieved on a number of occasions. If so, I would welcome any details or advice available.

Regards

Tony Martin (1077)

Tel: 01276 33643

E-mail: [anthony@martin444.plus.com](mailto:anthony@martin444.plus.com)

*If you receive any information with regards to this subject please let me know, it would probably make a great article for the magazine! — Ed*

## NEW LUCAS CONTACT SETS

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£9.00

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MODEL 488

## NEW LUCAS

**Part No. 101257**

**£19.50**

*Available from  
New Spares Secretary*

# **Mayflower at rest in woods on Kent/Surrey border**

**by interested car enthusiast**

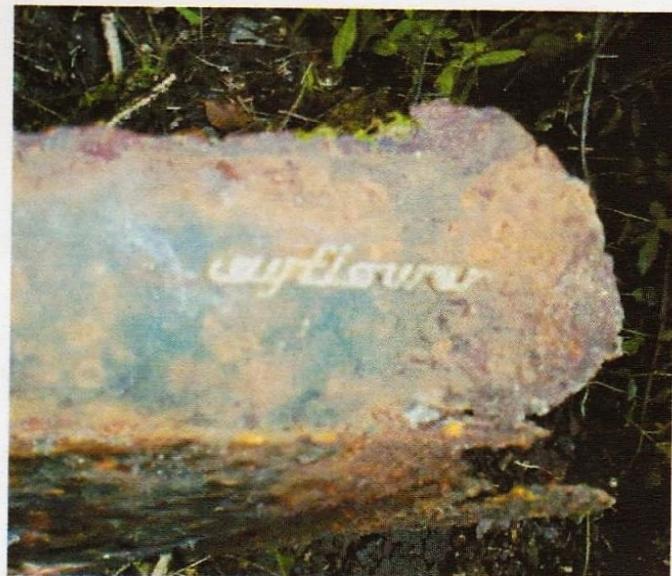
I WONDERED if you would be interested in the old wreck of a Mayflower I discovered in deep woods south of London recently.

It is halfway down an overgrown gully and I would guess it has been there many decades. A few panels and other bits remain but nothing higher than two or three feet up.

One wheel is in situ, no others present. Other bits still there: engine (overgrown); couple of doors; steering wheel (bent); other bits and pieces. Could not see any dials.

The rear of the car looks at right angle to front. Its not instantly recognisable as a car!

I only identified it from the word "Mayflower" on a rusted panel, I then took a few pictures on my phone and came home to "google" the find.



*What remains of one of the doors  
There appears very little of any use from this poor lady!!*

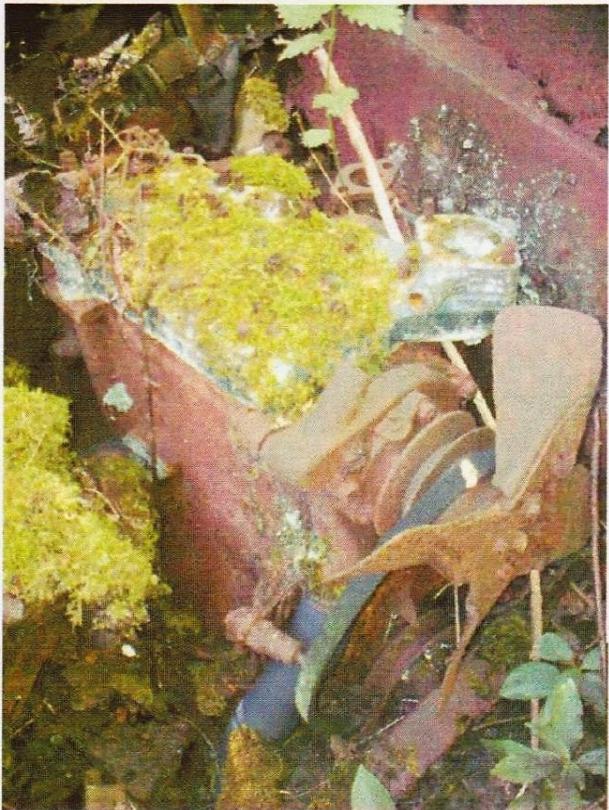


## FLOWER POWER

The woods are near Woldingham on the Kent/Surrey border. I could probably find it again if in the area. You don't often find ancient wrecks in the "wilds" these days.

Whether it was driven down the gully or pushed I don't know but from the trees and undergrowth around it has been there decades. The fan belt, however, looks almost new! And some wiring also - remarkable really.

I live in Margate and work permitting, often stop off for walks and exploration! I have these photos taken on my phone. Hope someone finds it vaguely interesting - I enjoyed discovering it!



# Antifreeze in 2010

**by Derek J Harris**

I ORIGINALLY wrote about this subject in 1997 and it appeared in RREC B222/55 May/June 1997 and is reprinted in RREC Technical Manual No. 5/163. Recently on the website for enthusiasts of Rolls-Royce and Bentley cars ([www.rrbew.co.uk](http://www.rrbew.co.uk)). I was very concerned to read:

This is a dire warning concerning the change of formulae in various antifreeze products. Manufacturers have quietly moved to the new Organic Acid Technology (OAT) from the old Inorganic Additive Technology (IAT). That's fine for modern day cars but in most cases the antifreeze is totally unsuitable to our type of cars and their ages.

Unless the antifreeze is specifically stated as IAT, you need to check with the manufacturer's technical department. Whilst manufacturers say that the new technology is suitable for old cars, their definition of old means 10 years.

There was also the story behind this from Stephen Boddice. The two years were up so he went and bought new antifreeze for his PIII (which won First in Class in 2005).

His usual was out of stock so he bought the new "advanced" with no warning of danger, saying it was compliant with the BS6580 and suitable for old cars.

Four weeks later he found pools of water under the car. Five months later he had a meeting with the National Technical Manager of the "Advanced" coolant manufacturer. He was categoric in his statement that this 'technology' is inappropriate for use in any Rolls-Royce or Bentley engine other than the latest Bentley GT and Goodwood Phantom. No 'ifs' and no 'buts'!

It turns out that the "Advanced" coolant is manufactured using an Organic Acid Technology (OAT) corrosion inhibitor pack. The previous anti-freeze used an Inorganic Additive Technology (IAT).

Evidence supplied to the retailer by the manufacturer admits that the OAT inhibited coolant is known to cause leak problems even in engines that do not use wet liners. The major fault with the inhibitor is that it attacks, amongst other things, silicone compounds. The most commonly used base compound for gasket

sealants is silicon. It also attacks lead based products: lead bush in 20/25 Water Pump; solder in a Rolls-Royce radiator header tank.

In the US 10 years after General Motors began using Dex-Cool as an antifreeze in most of its cars and light trucks, GM car and truck owners continue to complain that the coolant corrodes and clogs radiators and radiator caps, erodes water pumps, rots radiator hoses, causes chronic overheating and engine damage while leading to leaky engine gaskets.

The conclusion: do not use OAT inhibited coolant in your 20th century engine! Do not rely on colour.

## Glossary of inhibitor terminology

IAT = Inorganic Additive Technology is the chemical composition for the traditional antifreezes that are blue in colour in UK and green in colour in the USA. An IAT can be used with either ethylene glycol (EG) or propylene glycol (PG). The normal IAT service life is two years or 30,000 miles (50,000 km). In the US antifreeze with IAT is called "conventionally inhibited".

OAT = Organic Acid Technology was the first long life/extended life antifreeze. OAT can be either EG or PG but is mostly EG based. It was introduced in an effort to reduce maintenance costs, downtime and environmental disposal costs and issues.

With the introduction of this totally new concept, antifreeze manufacturers wanted to differentiate this new product from existing antifreezes. To accomplish this, they introduced different coloured dyes for their long life/extended life products.

Orange and red dyes were used first. These dye colours are still used by General Motors and Caterpillar. Now it appears there may be virtually no limit to the different dye colours: green, pink and blue have been added to the list of available OAT antifreezes. It is recommended that OAT not be mixed with any other antifreeze technology. The normal OAT antifreeze service life is five years or 150,000 miles (250,000 km).

HOAT = Hybrid Organic Acid Technology is a combination of IAT and OAT with nitrites

added. This makes HOAT suitable for use in both light duty and heavy duty systems. Currently, two manufacturers are using HOAT for their vehicles. Daimler/Chrysler's version is dyed orange and contains 10 per cent recycled antifreeze.

Ford Motor Company's version is dyed yellow and does not contain any recycled antifreeze. Both of these HOAT antifreezes use the marketing designator of GO-5. They are compatible with each other but mixing them with IAT or OAT is not recommended. The normal HOAT antifreeze service life is five years or 150,000 miles (250,000 km).

NOAT = Nitrated Organic Acid Technology is an OAT with nitrates added. This makes NOAT also suitable for use in both light duty and heavy duty systems. NOAT and HOAT are very similar in performance characteristics. The normal NOAT service life is five years or 150,000 miles (250,000 km).

1) The colour of antifreeze is no longer an accurate indicator as to whether it is an IAT, OAT, HOAT or NOAT formulation. There are currently at least two oranges, two reds, green, dark green, yellow, blue, blue-green, clear and pink dye colours available. Further, some antifreeze manufacturers market a "universal" antifreeze they say is compatible with all OAT, HOAT and NOAT formulations. These "universal" formulas are not for use with IAT and they will not convert an IAT to an long life or extended antifreeze.

2) The officially recommended coolant for RR/B V8 engines is a 50/50 solution of water and ICI 007/400F antifreeze. The latter is still available from any Bentley main dealer.

3) The change of inhibitors was driven by the car manufacturers who were looking for improved coolant performance with, amongst other needs, extended product life. Engine designs were changed, including new seals, sealants and gaskets were introduced on a model by model basis. The manufacturers started selectively to introduce OAT coolants from about 1995 and virtually all engines manufactured since 2005 are now compliant with this technology.

4) The only recent mention of antifreeze in the RREC Bulletin was in July 2008 Spares Corner B289/23. It is most unhelpful for it ignores propylene glycol and all its advantages clearly stated in Technical Manual Number 5; and states simply that: "in the UK look for an antifreeze which meets or exceeds the

requirements of BS6580." This statement implies that OAT is suitable for all our cars and is incorrect. The problem for the public is that OAT versions comply with BS6580. The same applies to HOA and NOAT. Compliance with BS6580 is not enough to look for: if you need IAT Inorganic Additive Technology and it is not stated on the product label do not use it until you have checked with the manufacturer.

In the winter of 1953, I could not afford Bluecol, so the engine was drained, and I only used the 1933 Morris Minor on days above freezing. At the same time, in accordance with R-R instructions, owners of pre-war R-R cars were draining the water if there was no antifreeze and also following R-R instructions, draining the antifreeze in summer. We now know that the mixture of metals with a pre-war engine causes electrolysis, particularly attacking aluminum water pipes, and cylinder heads. Antifreeze contains inhibitors and should be used all year round to stop corrosion.

All the vehicle antifreeze I knew appeared blue (eg Bluecol), and contained ethylene glycol. Its equivalent in the US was coloured green. Its characteristics:

- 1) Ethylene glycol is very toxic.
- 2) As little as 30 ml of ethylene glycol can be fatal in adults, 4 ml kills a cat. I will not have it on my property, in case children or animals get to drink it.
- 3) Ethylene glycol damages the paint.
- 4) 1/2 to 1 per cent of Ethylene Glycol in the oil causes rapid main bearing failure resulting in the shutdown of the engine.

The solution: use propylene glycol, and also be environmentally friendly.

- 1) propylene glycol is hazy yellow in colour, is non-toxic (will not damage paint), is biodegradable and can be mixed with drinking water.
- 2) propylene glycol has a bitter taste that makes it less attractive to curious animals.
- 3) propylene glycol does not persist in the environment. It is readily consumed by microorganisms. In an activated sludge treatment plant operating at 65 deg F, PG is fully degraded within 24 hours.
- 4) propylene glycol does not break down into corrosive elements, and can be used for many years retaining excellent aluminium protection, and prevention of lime scaling around the copper tubes in the blocks.

5) Tests have shown that aluminum corrosion was lower for PG based antifreeze than for an EG version.

6) In laboratory and engine dynamometer studies, PG antifreeze has performed better than similar products containing EG with regard to cast iron cavitation corrosion.

7. Fuel economy, heat transfer and other key performance characteristics were the same for both PG and EG coolants.

## Pressure

Public pressure in France has forced the introduction of PG. Since 1998 propylene glycol based alternatives have been available highlighting the "green" aspect. However, the latest purchases from Carrefour and Auchan (both monopropylene glycol) are now 100 per cent "Organique" and comply with AFNOR (NRF IS 601 type 3).

I am not prepared to test them in my cars to see if they are okay. In California, a very environmentally aware state, they have done a lot of testing on propylene glycol. Sta-Clean Antifreeze is one recommended product, used extensively by transport fleets, and by RROC members. It is conventionally inhibited and with correct maintenance their test fleet has run 800,000 miles without changing antifreeze.

They have tested (and show a film of the test) an engine running with 8 per cent antifreeze added to the oil and are the only manufacturer to claim it will not harm bearings. In the UK John and Melanie Els in November 2007 introduced a website ([www.antifreezekills.co.uk](http://www.antifreezekills.co.uk)) after losing their best friend and dearest companion Barrie, a beautiful ginger cat to antifreeze poisoning. This resulted in a petition to the Prime Minister to get manufacturers to add a bittering agent: Denatonium.

This failed to get Government support. They did not petition to introduce PG only stating that "Another solution is to stop using ethylene glycol and replace it with propylene glycol, although finding this alternative in stores seems to be a problem". In 1994 (and in 2009), I also could find no product using propylene glycol marketed only for automotive use. Ferno manufactured in 1994 an automotive targeted product based as the others on ethylene glycol, but also had and still manufacture a propylene glycol product, Ferno Alpha II, which is suitable for all wet systems combining steel, cast iron,

brass and aluminium. The corrosion prevention properties substantially surpass the BS 6580 which makes it suitable for automotive use. For fifteen years in my R-R cars and my 1956 Rover 75, I have been using Ferno Alpha II. It is available from top quality plumbers merchants (£19.99 including VAT and delivery from Supreme Plumbing for five litres as compared with £19.99 for 5 litres of Ethylene Glycol Antifreeze from MotorWorld).

The 10 year cost for ethylene glycol is £100 per 5 litres. Ferno say it is good for 20 years in a domestic central heating system. As long as the ph level is above 7. I am on 10 year changing cycles at a cost of £10 per 5 litres over 10 years. So it cheaper and with all its advantages!

I used to use a 50 per cent mixture with ethylene glycol and I currently do the same with propylene glycol. As we have evaporation with the old cars, I always top up with the same mix. You should note that the protection with propylene glycol does not take effect until there is a minimum 25 per cent mixture.

A word about water. Untreated water is corrosive. Distilled water is the most corrosive. On no account should water from water softeners be used in an engine coolant as it contains harmful salts. Distilled water is expensive to make needing an evaporation process (cheap if you have a de-humidifier), so de-ionised water is what is sold instead (and is used in 50/50 manufacturer's mix). It is used to top up car batteries.

Mains tap does contain some bad things but also some good things that help stop corrosion. If the good things are missing then extra cost is involved to add inhibitors to distilled, de-ionised water, to replace the good elements taken out from tap water. You run the risk that the inhibitor in your antifreeze may not have these added inhibitors added.

However, mains tap water may have excessive solids, hardness, chlorides or sulfates, or the local water company may have added chemicals for taste and clarity reasons that are not recommended for cooling systems (urides, magnesium, chlorides, calcium, acids, and gases). Whether the inhibitors deal effectively with all environments in a given antifreeze is always unclear. With all these variables and lack of detail given on the products being sold, buy a 50/50 mix where you can be certain to have the best protection particularly against lime scale.

When I finished the article above in July 2009, I came to the conclusion that a campaign should be mounted to inform the public that ethylene glycol is a **hazard**, a **poison**, and asking the question why is it still being used when there is the safe propylene glycol alternative. I started a campaign on Twitter and spoke to a friend who is chairman of a geographic section of the RSPCA. At the same time I asked AAA Solutions Limited to investigate the market and come up with recommendations.

Their initial conclusions regarding the continuing use of ethylene glycol was that public awareness of the issue and of coolant in general meant that there was no public pressure to change. The petition to Gordon Brown referred to above showed no leadership coming from the nanny state!

The second conclusion was that no manufacturer of coolant/antifreeze was interested in taking the chance of a loss of profit by changing from ethylene glycol where everyone at all levels in the distribution cycle has substantial mark ups based on the lower price of ethylene glycol compared to propylene glycol.

It was pointed out that 60 per cent of the production of ethylene glycol goes into automobile antifreeze. If there was a significant shift to safe non-toxic propylene glycol then PG would become cheaper as long as investment in new plant was present, ethylene glycol would also become cheaper as manufacturers tried to sell surplus product. However, new plant would not be a good investment and tired plant would not be renewed. Given the confusion in the market place and the ability in the smart world of the world wide web for the public to get very well informed very quickly, those staying with the status quo were vulnerable.

They identified a new factor in favour of propylene glycol - a sustainable version. Bio-diesel is very popular in many countries. A by-product is glycerine. Archer Daniels Midland are commissioning a new plant to produce sustainable eco propylene glycol from bio-glycerine.

AAA Solutions Limited identified a market opportunity for a safe propylene glycol based conventionally inhibited coolant (antifreeze) for the UK and EU market suitable for all automobiles but particularly for antique and classic automobiles and all automobiles produced before 2001.

One third of the cars on the roads in the UK today were registered before 2001. The Society of Motor Manufacturers and Traders state that out of 31,105,988 cars 9,579,000 pre-date the year 2000.

AAA Solutions recommended the essential factors for the customer.

## **Safe propylene glycol coolant**

Coolant with the best inhibitor package. They recommended the Sta-Clean, California, product, which is conventionally inhibited with a proven track record. Sta-Clean, California has 50 years experience and a product designed exclusively for PG (not an EG inhibitor put into PG), that has 11 different inhibitors compared to six or seven, that deals with not only superior aluminium corrosion but also liner pitting and other corrosion and electrolysis protection.

Sta-Clean has a special formula that creates a mechanical and electrochemical barrier, which retards heavy metal leaching into the coolant. Lab analysis of the heavy metal content after over 600,000 miles of use (maintained as directed) were under allowable limits for most sewer disposal pre-mix to avoid water issues.

The result is for the UK and EU market.

**WANTED**  
**TRIUMPH**  
**MAYFLOWER**  
a good condition  
running car with  
long MOT  
required by new member

Contact:  
Brian B Winston OBE  
Welwyn Garden City  
E-mail: [admin@journeys-friend.co.uk](mailto:admin@journeys-friend.co.uk)  
Tel: 07836 251280

# Rally report

NOT MUCH of a rally report this year as no one has sent anything in. So as I was there for a couple of hours (en route to my daughters) I have included the pictures I took.

It was a glorious day and such a great shame that only six cars managed to get there. This was more than compensated by the superb turnout of Roadsters to celebrate their club's Jubilee.

Hopefully a full report will appear in the next issue of *Flower Power* — John Gogay.



Malcolm Barnsley's award winning car



View of four of the cars at the rally

# Triumph Mayflower and Victoria Wood to star in BBC drama

**By John Oaker**

MY PHONE rings and again it is a call for me on a matter Triumph Mayflower but this was a different sort of call — more of a request!

The voice continued: "We are a company who provide the BBC with the vehicles that it needs to use in drama productions based in the recent past. Our company is trying to locate a Triumph Mayflower that could be used in a major BBC production on the early life of Eric Morecombe."

The conversation went on and it turned out that the Mayflower in question happened to be owned by Ernie Wise around 1954ish and the company needed the car for locations in Manchester and Morecombe. They were going to check the colour and provisional dates for shooting had been set.

A quick e-mail to a number of members produced two likely Triumph Mayflower suspects — Eddie Copson's beautiful black car and John Castle's Cotman Grey one.

The film company have the task of playing King Solomon and making the decision, obviously based on their criteria for the most appropriate colour.

So, I for one am looking forward to seeing one of our club's cars taking pride of place on the BBC!

On behalf of the club thanks to Eddie and John for providing their Triumph Mayflowers and also to Phil Benson for placing his car on the "just in case" substitutes bench.

## Letters

### Thai update

Hi, John (Oaker),

Sorry for the inordinate delay in replying to your kind e-mail. I did wait patiently for a response from your other members, but sadly, did not receive any response.

In the interim, I bought a 1968 Mercedes 200 Heckflosse and had forgotten about the Mayflower, as the Thai owner was not very keen on negotiating a lower price. However, he has recently e-mailed me again, with a suggested lower price than previously.

I already have five other classic cars (1952 Austin A30, 1967 Volvo Amazon 122s, 1969 MGB GT, 1972 MGB Roadster and 1972 Citroen DS 21) but can perhaps have one more — the Mayflower.

I see from the information that you sent me, that the club holds a lot of new and used spares

for the car, so maybe my earlier questions in my last e-mail with respect to TR suspension may be erroneous?

The car is in Bangkok, about 150kms from me, so I have asked the owner to send me some photographs of the rear of the car, inside the boot and the offside of the car, before going to have a look at it, as I do not have any of these.

The problem is, that I really don't know what exactly the interior of the car should look like, under the bonnet, wheel trims, rear, etc. Do you have some photos of your car that you can send me so that I know what should be original and what is not on the for sale car?

I cannot see any photos of these on your site, so your photos would be a great help to me.

Depending on my wife's discussions with the owner (he does not speak English), we will probably go to see the car next week. I'll let you know how we get on.

*Kind regards, Chris Lock  
chrislock500@gmail.com*

# Vic Reeves to star in Morecambe and Wise film

## from the BBC website

COMEDIAN Vic Reeves has signed up to star alongside Victoria Wood in a feature-length film about the comic duo Eric Morecambe and Ernie Wise.

The BBC Two film, which is in production at the moment, will focus on the pair's childhood and struggle to establish themselves in showbusiness.

"The drama also focuses on the strength of the bond between the two men," said Wood, who conceived the film.

She plays Morecambe's mother, Sadie, with Reeves playing his father, George.

Both families of the late comedians have lent their support to the drama.

### Sanity prevailed

"It's such a genuine thrill to see a film about the early days of Morecambe and Wise being helmed by someone of the calibre of Victoria Wood," said Gary Morecambe, Eric's son.

"It is the greatest possible tribute to the double act."

The story starts in the late 1930s, when the stars were growing up, and runs up until 1954

— the year their first TV series, Running Wild, started.

Because of the timespan, three actors were needed for each part.

"The casting has been a marathon," said Wood.

"We were looking for a specific Eric or Ernie quality at each age and, once we found it, the rest was up to the make-up department to match their hair and eye colour."

Originally, the actress admitted, she had considered using puppets to play the comedians in their younger days but decided against it because "sanity prevailed".

Morecambe and Wise's partnership lasted until 1984, when Morecambe passed away.

Their most famous sketches included their slapstick recreation of Singin' In The Rain, where Morecambe was drenched by sudden deluges from drain pipes.

Another favourite, in which the duo performed a perfectly-timed dance routine using various kitchen utensils and food items, was recently recreated by Johnny Vegas for an advertisement.

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